



INSTALLATION INSTRUCTIONS

COOLANT EXPANSION TANK

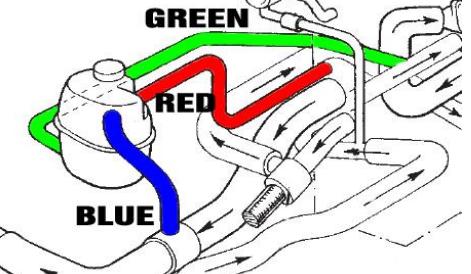
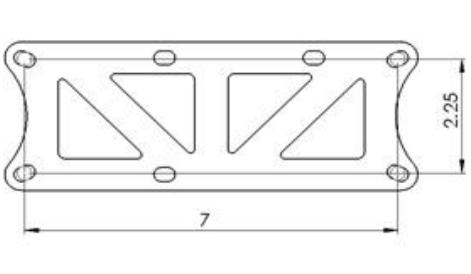
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WARNING

DO NOT WORK ON THE COOLANT SYSTEM WHEN THE ENGINE IS AT OPERATING TEMPERATURE.
WAIT UNTIL THE ENGINE HAS COOLED AND THERE IS NO LONGER PRESSURE IN THE SYSTEM.
QUICKLY CLEAN UP ANY COOLANT THAT HAS SPILLED. ETHYLENE GLYCOL IS POISONOUS.

STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1	8mm wrench	Unwrap both halves of the coolant tank and clean out any residual packaging material. Grab the top half of the coolant tank (shown) and 1 of the push-to-connect NPT elbows provided in the kit.	
	PTFE thread paste		
		Apply PTFE thread paste then hand tighten the elbow fitting into the port shown. Now add an additional 1.5 to 3 turns until it faces directly downwards, as shown.	
2	8mm wrench	Grab the bottom half of the coolant tank (shown) and the other push-to-connect NPT elbows provided in the kit.	
	PTFE thread paste		
		Apply PTFE thread paste then hand tighten the elbow fitting into the port shown. Now add an additional 1.5 to 3 turns until it faces directly downwards, as shown. NOTE: The tapered pipe threads are preimpregnated with Teflon so no addition lubrication is required.	
3		Push-in and fully insert the clear sight tubing into the elbow fitting on the bottom half of the coolant tank.	
4	Anti-seize	Place the gasket between the 2 tank halves. Lineup and fully seat the opposite side of the clear sight tube into the opposing elbow.	
	4mm Allen wrench		
	Torque wrench	Install the 7 socket head bolts. It is recommended to use anti-seize on the threads to prevent galling. Tighten all screws evenly until snug in a crisscross sequence, then torque to 53 in-lbs (6 Nm).	
		NOTE: After the tank is heat cycled, check the gasket for leaks and retorque if needed.	

5		<p>NOTE: if there is ever a leak from the threaded portion of an elbow, follow this procedure below.</p> <ol style="list-style-type: none"> First, the 2 halves of the tank will need to be disassembled. To remove the clear sight tubing from the (push-to-connect) elbows, push and hold the retaining lock flush, then pull away to release the tube. Rotate (tighten) the leaking elbow fitting 360 degrees. Reassemble the coolant tank as described above. 	
		<p>Make sure the area shown in the picture is free of dirt and debris before proceeding.</p> <p>Place the included O-ring into the groove around the fill neck opening.</p>	
		<p>3mm Allen wrench</p> <p>Thread locker</p> <p>Place the included fill neck receiver onto the tank, oriented to best fit the application.</p> <p>Apply a medium strength thread locker and install the 3 included socket head bolts using a 3mm Allen hex wrench, as shown. Torque to 48 in-lbs. (5.4Nm).</p>	
		<p>Factory service manual</p> <p>Red: Hot water air-bleed coming from the cylinder head.</p> <p>Green: Coolant returning from the tank to the thermostat housing.</p> <p>Blue: Radiator air-bleed and bypass when thermostat is closed.</p> <p>If the Radium expansion tank is replacing a factory coolant header tank, it is possible that hoses will just need to be cut and/or extended.</p>	
		<p>Lubrication oil</p> <p>3/4" wrench</p> <p>1" wrench</p> <p>NOTE: The tank's internal chambers are divided vertically down the middle for the swirl mechanism, but small passages on the top and bottom allow water to flow throughout the complete tank.</p>	
		<p>Marker</p> <p>1/4" Drill</p> <p>The coolant tank should be mounted so that the cap is at the highest point of the cooling system. Stay away from hot exhaust components as well. Look for a flat surface, such as a firewall. Fabrication may be necessary.</p> <p>Before assembling the mounting bracket to the coolant tank, use the bracket as a template to scribe marks through the bracket's 4 outer holes. NOTE: measurements shown are inches.</p> <p>Drill the four holes and/or insert rivet nuts (not included) for either M6 or 1/4" screws (not included).</p>	

11	Thread locker	The mounting bracket will be secured to the coolant tank using the 3 inner slotted bolts holes. Apply a medium strength thread-locker to the three M6 bolts. Secure the bracket to the coolant tank using a 4mm Allen hex wrench.	
	4mm Allen wrench	Use four M6 or 1/4" screws (not included) to secure the coolant tank mounting assembly from the previous step.	
12		Swirl Pot Inlet (A): This port is used as for hot incoming water. Drain Back Suction Outlet (B): This port typically routes water back just upstream of the water pump.	
		Air Bleed Inlet (C): This port is commonly used to bleed air from the system. It should connect to the highest point of the engine.	
		Overflow Purge Outlet (D): When the pressure of the coolant system exceeds the cap's rated pressure, hot coolant is released through this barbed fitting. Attach a hose down underneath the vehicle or install an overflow tank that can be used to catch and return the excess coolant.	
13		If installing in a GM LS V8 engine, refer to the connections below: Port A: Connection from steam tube system on cylinder heads.	
		Port B (or C): Plumb to the water pump inlet fittings on the suction side, also referred to as "Heater in".	
		Port C (or B): Plumb to high point of radiator. This will allow any air bubbles trapped in the radiator to travel up the coolant tank.	
14	11/16" wrench	Find the included -6AN push-lok hose ends in the kit. Push the hose (not supplied) onto the barbs. Depending on the hose, lubrication maybe required such as a drop of light oil.	
	Light oil		
		Use a non-marring 11/16" open end wrench and carefully tighten the hose ends to the 3 coolant tank port fittings.	
		If different size hoses are required, different adapters for the coolant tank may be needed. The bottom ports female threaded for 10AN ORB female. The upper port is 6AN ORB female.	
15	Coolant	When filling the engine's coolant system, unscrew any available air bleed that may be in the system (example shown). Opening air bleed screws alleviates a potential air lock.	
		Fill the coolant system slowly until each bleed location spews coolant. Only fill the tank until the sight tube registers half full.	
		NOTE: The level will naturally rise as the engine warms up from heat expansion.	
16		If the optional pressure cap was not purchased, a standard 32mm "import" cap will suffice. Reference the radiator cap product page at www.radiumauto.com for more information. These caps are defined as "Type-A" style. NOTE: There are pressure rating variations.	
		Start the engine and monitor the coolant temperature. Check for leaks throughout the system. If the temperature continues to climb towards 212F (100C), there are likely trapped air bubble(s). A quick and effective remedy is using a coolant re-filler, such as OTC P/N: 75260 (pictured).	